

PATENT SPECIFICATION



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PROVISIONAL SPECIFICATION

Improvements relating to the Frames of Vehicle and other Seats

We, HERBERT LINWOOD SLEIGH, British Subject, and ARTHUR SAM CHESTON, British Subject, both of Widney Works, Bagot Street, Birmingham, 4, do hereby declare the nature of this invention to be as follows:—

This invention relates to vehicle and other upholstered seats, but particularly refers to the back-rest frames and/or seat frames of such seats, and especially of the front adjustable or movable seats employed in motor-cars.

The object of the present invention is to provide an improved back-rest frame and/or seat frame which, while ensuring the necessary strength and rigidity, will enable the upholstering trimming to be readily secured thereto.

According to the invention the back-rest frame and/or the seat frame, of a vehicle or other seat is composed of or includes a metal bar or strip of a section which comprises a hollow portion or beading, containing a core or filling of wood or other material into which pins, nails or the like can be readily driven, and having a longitudinal slot or open joint, or suitable apertures, through which the said core or filling is exposed, so that the upholstery trimming which covers the frame can be easily secured to the frame by pins, nails or the like driven into the core or filling.

Conveniently the frame comprises a main channel section one flange of which is extended into or is integral with an external hollow beading containing the core or filling and having an outwardly-presented longitudinal slot through which the core or filling is exposed. A back-rest frame constructed as above referred to may be extended from its lower end in a forward direction so as to support the seat-board and/or so as to co-operate with guides to provide for the sliding adjustment of the seat.

In carrying out a convenient embodiment

of the invention in connection with a front sliding seat for use in a motor-car, the back-rest of the seat comprises a main boundary frame formed from a single section bar or strip of sheet-steel bent or curved to the desired contour of the seat-back. The section of this bar or strip comprises a channel of rectangular form, with the open or hollow side presented inwards, and the flat bottom presented outwards. The one wall or flange is extended and bent outwards at right-angles, then again at right-angles parallel to said wall, and finally inwards towards the wall and parallel to the bottom of the channel, so as to form a square-sectioned hollow beading external to and at one side of the main channel. The longitudinal free edge of the beading, however, does not meet the wall of the channel but stops short some distance therefrom, so as to leave a longitudinal slot or open joint on the outer side of the frame.

The hollow beading is filled with a core of wood, fibre, papier-maché or other material into which pins or nails can be driven, and the said core is exposed through the slot or open joint of the beading. The main channel, besides imparting the necessary strength and rigidity to the frame, also serves to receive the upholstery padding or filling. The leather or other upholstery cover is applied or drawn over the frame (usually in the form of a bag) and can be secured to the said frame by trimming strips, cords or the like fastened by means of pins or tacks driven into the wooden or other core of the frame through the slots of the metal beading.

Dated this 15th day of October, 1935.

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COMPLETE SPECIFICATION

Improvements relating to the Frames of Vehicle and other Seats

We, HERBERT LINWOOD SLEIGH, British Subject, both of
90 British Subject, and ARTHUR SAM CHESTON, British Subject, both of
Widney Works, Bagot Street, Birm-

ingham, 4, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and

5 by the following statement:—

This invention relates to the back-rest frames of vehicle and other upholstered seats, and especially to the back-rest frames of the front adjustable or movable seats employed in motor-cars.

10 The object of the present invention is to provide an improved back-rest frame which, while ensuring the necessary strength and rigidity, will enable the upholstery trimming to be readily secured thereto.

In connection with the rear seat of a motor-car, it has been proposed to provide a frame consisting of a channel member bent to the desired shape and containing a tacking strip of fibrous material into which tacks for attaching the upholstery may be driven, the open side of the channel being presented rear-wards and the edges of the channel being turned in to retain the tacking strip. Also, it has been proposed to provide a spring seating surface with a base frame of approximately S-section, comprising two contiguous and relatively-reverse channels one containing a tacking inset held in place by turning in the free edge of the channel, and the other being arranged to receive the lower coils of the marginal upholstery springs, or members connected to said coils; in one arrangement the open side of the tacking-strip channel being presented downwardly and the other channel opening upwardly, or, in another arrangement, the open side of the tacking-strip channel being presented horizontally inwards and the other channel being presented horizontally outwards.

45 According to the present invention a back-rest frame of a vehicle or other seat is composed of a metal bar or strip of a section which comprises a main channel section one flange of which is extended into or formed integral with a laterally adjacent external hollow beading, containing a core or filling of wood or other material into which pins, nails or the like can be readily driven, and the free edge of which forms, with the channel section, a longitudinal slot or slots or an open-joint through which the core or filling is exposed, the bar or strip being disposed so that the open side of the main channel is presented inwardly and so that the slot or slots or open joint of the beading is presented outwardly and extends along the outside lateral faces of the sides of the frame.

65 Figure 1. of the accompanying drawing

is a side elevation of a motor-car seat frame of which the back-rest frame is constructed in accordance with the present invention.

Figure 2 is a plan of the seat-back frame.

Figure 3 is a transverse section through one side of the seat-back frame, on line 3—3, Figure 1.

Figure 4 is a side view illustrating a modification.

Referring to Figures 1 to 3 of the said drawing, which shows the invention applied to a front sliding seat for use in a motor-car, the back-rest of the seat comprises a main boundary frame formed from a single section bar or strip 1 of sheet-steel bent or curved to the desired contour of the seat-back. The section of this bar or strip 1 comprises, as shown in Figure 3, a channel 2 of rectangular form, with the open or hollow side presented inwards and the flat bottom presented outwards. The one wall or flange is extended, the extension being bent outwards at right-angles, then again at right-angles parallel to said wall, and finally inwards towards the wall and parallel to the bottom of the channel, so as to form a square-sectioned hollow beading 3 external to and at one side of the main channel 2. The longitudinal free edge of the beading 3, however, does not meet the wall of the channel 2 but stops short some distance therefrom, so as to leave a longitudinal slot or open joint 4 on the outer side of the frame.

The hollow beading 3 is filled with a core 5 of wood, fibre, papier-maché or other material into which pins or nails can be driven, and the said core is exposed through the slot or open joint 4 of the beading. The main channel 2, besides imparting the necessary strength and rigidity to the frame, also serves to receive the upholstery padding or filling. The leather or other upholstery cover, shown by dotted lines at 6, Figure 3, is applied or drawn over the frame (usually in the form of a bag) and can be secured to the said frame by trimming strips 7, cords or the like fastened by means of pins or tacks 8 driven into the wooden or other core 5 of the frame through the slot 4 of the metal beading 3.

As shown in Figure 4, instead of a continuous slot being formed by the free edge of the beading 3, the said edge may have a plurality of spaced projections 9 which engage the wall of the channel 2 and form a series of closed slots or elongated apertures 10 through which the core 5 is exposed. Or, slots or other apertures may otherwise be formed in the outer wall of the beading 3.

Having now particularly described and ascertained the nature of our said invention, and in what manner the same is to be performed, we declare that what we claim is:—

1. A back-rest frame of a vehicle or other seat composed of a metal bar or strip of a section which comprises a main channel section one flange of which is extended into or formed integral with a laterally adjacent external hollow beading containing a core or filling of wood or other material into which pins, nails or the like can be readily driven, and the free edge of which forms, with the channel section, a longitudinal slot or slots or an open joint through which the

core or filling is exposed, the bar or strip being disposed so that the open side of the main channel is presented inwardly and so that the slot or slots or open joint of the beading is presented outwardly and extends along the outside lateral faces of the sides of the frame. 20

2. A back-rest frame of a vehicle or other seat, substantially as herein described with reference to the accompanying drawing. 25

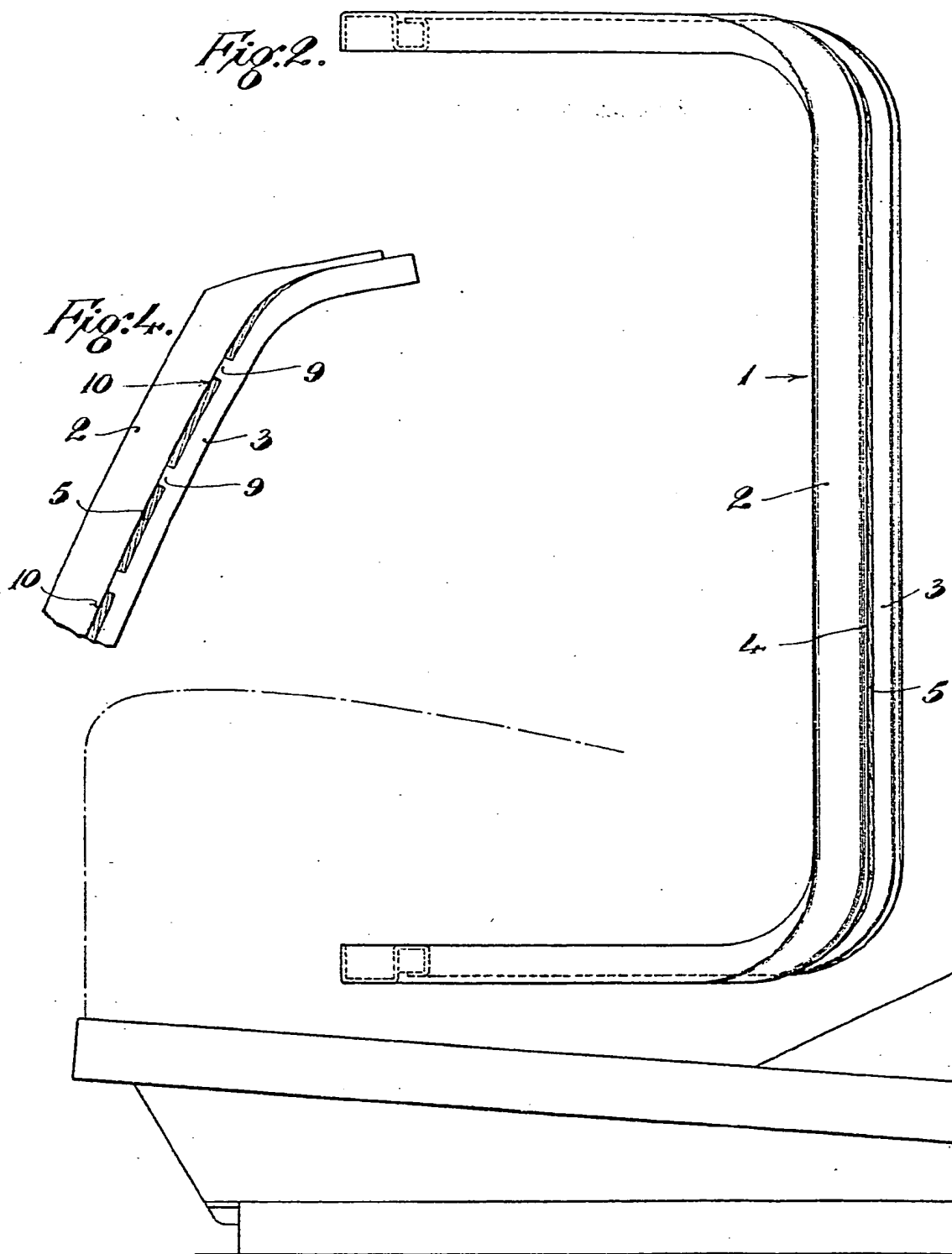
Dated this 28th day of August, 1936.

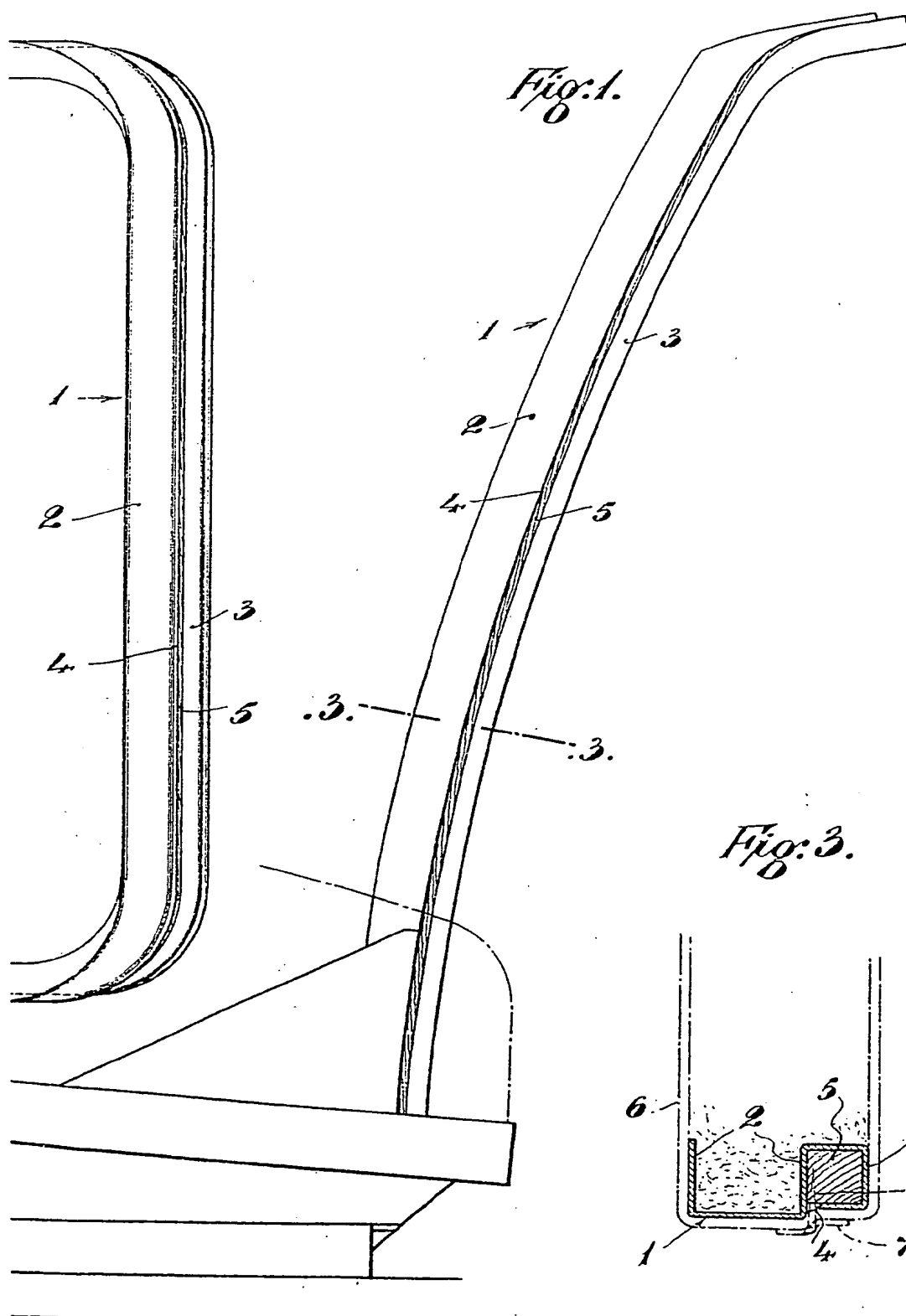
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Leamington Spa: Printed for His Majesty's Stationery Office, by the Courier Press.—1936.

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[This Drawing is a reproduction of the Original on a reduced scale.]





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